

7. LONG-TERM IMPLICATIONS OF THE PROJECT

7.1 Unavoidable Significant Effects

Dredge and disposal activities associated with the Proposed Action would result in significant and unavoidable air quality impacts in terms of criteria AQ-2, AQ-3, and AQ-36. These activities would result in significant and unavoidable air quality impacts under both Alternative 1 and Alternative 2.

Consequently, dredge and disposal activities associated with the Proposed Action would potentially result in a disproportionate human health or significant environmental impact on minority and low income populations at levels exceeding the corresponding medians for Los Angeles County (Impact EJ-1). These impacts would be specific to air quality and would be significant and unavoidable. No other significant unavoidable adverse impacts have been identified that could result in a disproportionate affect on minority and/or low-income populations.

7.2 Relationship Between Local Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long Term Productivity

The Proposed Action involves tradeoffs between long-term productivity and short-term uses of the environment. Construction activities would result in a number of temporary impacts that would cease upon completion of construction activities. These include aesthetic impacts from the presence of construction equipment; air quality impacts from increased emissions of criteria pollutants; water quality impacts from turbidity during disposal activities, biological impacts from temporary loss of habitat during disposal activities; and noise impacts from construction activities. All project impacts would be less than significant or mitigated to a level of less than significant with the exception of impacts to air quality.

Construction of Alternative 1 would result in a permanent loss of 13 acres of water area within the Port from use of the Berths 243-245 and the Northwest Slip disposal sites. However circulation analysis has shown that use of these sites would not result in significant changes to the water quality or water circulation that presently exist within the harbor. Ground motions, surface fault rupture, liquefaction, and/or tsunami damage from major earthquakes also could damage new land areas constructed as part of Alternative 1, but these impacts would be comparable for all development in the region. The Proposed Action would result in a number of long- term benefits, including maximizing the efficient use of Los Angeles Harbor by providing commercial deep-draft vessels with increasing economies of scale. As a result of the Proposed

Action, the newer, larger vessels would be able to access the Port without having to wait for high tides to enter and exit the Port or load and off-load cargo using smaller vessels.

Additionally, dredge material would be used for beneficial purposes. Under Alternative 1 and Alternative 2 of the Proposed Action, additional shallow water habitat would be created through development of the CSWH Expansion Area and ~~Elgrass Habitat Area~~. This has the potential to benefit the least tern by providing additional foraging area ~~as well as providing habitat to replace the eelgrass area that would be lost as a result of other future Port projects.~~ These This would be considered a beneficial impacts in the long term. Additional beneficial uses of the dredge material that would occur under Alternative 1 include creation of new land area for vehicle safety improvements at the Northwest Slip, and creation of a confined disposal facility (CDF) at Berths 243-245 for containment of existing contaminated material ~~and creation of new land area for vehicle safety improvements at the Northwest Slip.~~

7.3 Irreversible or Irrecoverable Commitment of Resources

Section 15126(e) of the CEQA Guidelines requires that an EIR address any significant irreversible environmental changes that would be involved in the project should it be implemented. Resources that are committed irreversibly or irretrievably are those that cannot be recovered if the project is implemented. The Proposed Action would involve two types of resources: (1) general industrial resources including capital, labor, fuels, and construction materials; and (2) project-specific resources such as biotic resources, water resources, and land uses at the affected sites. The industrial resources would not be retrievable if the proposed improvements are constructed. The Proposed Action would require the irreversible and irretrievable commitment of fossil fuels, surface water, land, rock, concrete and gravel, water, capital, labor, construction materials, and land/water use. Fossil fuels and energy would be consumed during construction and operation activities. Fossil fuels (diesel oil and gasoline) would be used for construction equipment and vehicles. Use of these energy resources would be irretrievable and irreversible. Materials such as rock and gravel, which would be required for the construction of submerged disposal sites and fill areas, also would be irretrievably committed. In the perspective of historic port development, the sediments to be used for creating new land are considered a valuable resource necessary for the Port to accommodate commerce. Their expenditure represents an irretrievable commitment of resources. Creation of new landfills would eliminate habitat and result in the permanent removal of surface water area within the Port.

7.4 Growth Inducing Impacts

Analysis of growth inducing effects includes those characteristics of the Proposed Action that may encourage and facilitate activities that, either individually or cumulatively, would affect the environment. Population increases, for example, may impose new burdens on existing community service facilities. Similarly, improvement of access routes may encourage growth in previously undeveloped areas. Growth may be considered beneficial, adverse, or of no significance environmentally, depending on its impacts to the environmental resources present.

The primary purpose of the Proposed Action is to allow deep-draft ships transporting cargo into and out of the Port to operate with greater efficiency. As discussed in the 2000 SEIS/SEIR prepared for the Channel Deepening Project (LAHD and USACE, 2000), once the channels are deepened, deep-draft vessels would be able to enter and exit marine terminals at the Port fully loaded, eliminating the need to either light load or wait for favorable tides. This would result in more efficient shipping and cargo operations, so that fewer vessel calls would be necessary to transport the same amount of cargo. Consequently, dredging would not cause an increase in vessel calls at the Port. These benefits are not growth inducing. The Proposed Action is not expected to result in any population or housing growth in the project area because any demands for additional employees resulting from this economic growth are expected to be met by the substantial local population. Los Angeles County and the City of Los Angeles contain a civilian construction-related work force of 219,696 and 89,499 respectively. The communities immediately surrounding the Port additionally contain large civilian construction-related labor forces: San Pedro, 1,690 workers, Wilmington, 1,788 workers, and Long Beach, 2,721 workers. Therefore, the existing regional and local construction-related labor force would be able to accommodate the dredge and disposal activities associated with the Proposed Action. The increased economic activity is expected to contribute slightly to regional economic growth and would potentially affect factors such as housing conditions and land development. The results of any growth inducement resulting from the Proposed Action would be controlled by existing and undetermined future zoning requirements, off-site general plan designations, and specific environmental documentation for separate development projects. Should the improvements provided by channel deepening result in growth in maritime trade that necessitates expansion or construction of major new facilities or infrastructure improvements beyond the currently planned capacity, additional environmental review would be required.

7.5 Beneficial Effects

Both Alternative 1 and Alternative 2 would result in several long-term beneficial effects within the Port. As described below, Alternative 1 would result in more beneficial impacts than

Alternative 2. Both Alternative 1 and Alternative 2 would result in the following beneficial effects:

1. Completion of the Channel Deepening Project to the approved depth of -53 feet MLLW;
2. Improved water quality through removal of existing contaminated sediments from the Main Channel and in areas that remain to be dredged in the vicinity of Berths 127-131 and Berths 136-140;
3. Eliminated potential for bioaccumulation of existing heavy metals and organochlorides within the Main Channel and in areas that remain to be dredged in the vicinity of Berths 127-131 and Berths 136-140; and
4. Increased habitat value at the CSWH; ~~and~~.
5. ~~Increased habitat value for a number of fish species at the new Eelgrass Habitat Area.~~

Because Alternative 1 would create a new land area at the Northwest Slip, ~~and~~ cap existing contaminants at Berths 243-245 (which would remain in place under Alternative 2), it would have the following additional beneficial effects that would not occur under Alternative 2:

1. Improved water quality through capping of existing contaminated sediments within Berths 243-245 in a new ~~confined disposal facility~~ CDF at Berths 243-245;
2. Eliminated potential for bioaccumulation of existing heavy metals and organochlorides at and in the vicinity of Berths 243-245; and
3. Reduced amount of material disposed in the open ocean, minimizing temporary impacts to a larger marine habitat area that exhibits relatively high physical and biological functions (LA-2 and LA-3); and
4. Improved safety for truck turning movements at the Northwest Slip.